TEST OF OVERLAND CAR ATTRACTS MUCH ATTENTION

Model 80 Travels 24.2 Miles on One Gallon Gasolene—Test Was Under Official Supervision.

A record which is attracting much attention in motoring circles was made by a 1915 Model 80 Overland in a series of independent tests recently conducted by an accessory manufacturer in Chicago. Under the official supervision of F. E. Edwards, chairman of the technical committee of the Chicago Automobile Club, the car was tested for economy, acceleration, low throttling, and hill climbing.

On a measured gallon of the ordinary grade of 58 test gasolene, a distance of 24.2 miles was covered. The trial was made under ordinary driving conditions. The total weight of the car, fully equipped and carrying a complement of four passengers, was 3,620 pounds.

The acceleration test showed that from a standing start, the Overland was capable of attaining a speed of thirty miles per hour in the remarkably short period of 12 1-5 seconds. After having been throttled down to three miles per hour on high speed it quickly accelerated to forty-two miles per hour.

On Hubbard's Hill, the only grade in the vicinity of Chicago suitable for such tests, the car climbed from a standing start to a speed of eighteen miles per hour at the top of the steep incline. The entire ascent was made on high speed. With a flying start of twelve miles an hour, the car again reached the top of the hill at a speed of eighteen miles per hour.

Although the Willys-Overland Company does not claim that stock cars in ordinary use will maintain any such remarkable mileage as the above, frequent statements by Overland owners attest to a mileage under ordinary conditions of fifteen or sixteen miles per gallon.

WATER AIDS IN CLEANING CARBON FROM CYLINDERS

An ignorant laborer in the testing room of an engine factory is responsible for one of the greatest booms to motorists ever discovered.

A tester had just started a kerosene engine and as it is necessary to "liven" up a kerosene motor with gasoline injected from a squirt can into the air intake of the carburetor, he was industriously helping the machine along when the squirt can ran dry.

Calling the laborer he told him to fill the can with gasolene. The laborer, not understanding English very well, filled the can with water and brought it back to the tester.

Meanwhile the engine was running along as best it could, smoking and missing fire until a little "gasolene" was shot into it from the refilled squirt can, when, to the astonishment of the tester, the motor picked up speed and ran without smoking.

Naturally he investigated matters and eventually traced the improvement to water in the squirt can. He then tried it on a gasolene motor and discovered that, while it did not greatly affect the operation of a gasolene engine, that it would remove any carbon collected on the inside of the cylinders.

It is surprising how few repairmen, experts, and motor car drivers know about this handy method of removing carbon from a motor, so M. S. Young, engineer and designer at the Regal Motor Car Company, has consented to give the following instructions for its use.

Procure a squirt can, fill it with water from the faucet in sink or garage, start your motor, raise the bonnet on the carburetor side and with the can inject a few drops of water into the air intake of the carburetor while the motor is running. Keep this up a few drops at a time for several minutes. It certainly is easier than taking the motor down to scrape out the carbon, and really does clean out the motor in good shape.

If your car happens to be a Regal, you will find the carburetor so located that the air intake to the carburetor is easily accessible.

VIEWS AND NEAR VIEWS: HINTS AND SUGGESTIONS

(Continued from Second Page.)

ernment to buy up the year's surplus cotton and 'peg' the price at 10 cents would quite certainly prevent the South from embracing the opportunity that President Harrison points out. A great deal is being said about curtailment of next year's cotton planting. Let any individual farmer see the government's resources pledged to the maintenance of even a moderate price for cotton against advise economic conditions, and he will conclude that, while curtailment is an excellent thing, he will be able to multiply its advantages to himself by planting a little more cotton than he ever did before. He will, therefore, have neither the time nor the capital nor the ground to spare for cattle or hogs or corn.

"Something of the same objection lies against the bankers' syndicate plan for taking over the cotton crop, but in much less degree. A syndicate of individuals, unable to throw possible failure upon the taxpayers' shoulders will be compelled to adjust its operations to the conditions of the world's markets. It will be compelled to market cotton at such prices as foreign spinners in the crippled condition of their customers, can afford to pay, and to offer inducements to American spinners to attempt the expansion of their sales of finished goods. If it is truly the benefactor of the South it will be especially wary against inviting another huge crop to crowd itself upon an already overstocked market.

"Representative Henry, discussing cotton relief plans with the Secretary of the Treasury, asserts that it would be as easy to sell government bonds in support of the cotton growers as for the purchase of a government-owned merchant marine. No one questions that. If Mr. Henry can bring forward no better argument in support of his cotton scheme than comparison with the unfortunate proposal for government ships, it needs no stronger condemnation."

Estimates and Estimates.

All manner of estimates are current on the daily expense of a war without parallel, and its ultimate cost. Some of the best statisticians in the world have volunteered figures, based upon the reduction of values in securities, and government borrowings, and the upkeep of armies in the field which, for the German army in 1870 was $1.50 a day per man, and cannot be less than $2.50 now at the very lowest estimate.

All these estimates, says a financial paper, leave out the one essential, which is the paralysis of the producing capacity of the nations concerned. Germany, for instance, mobilizes every man worth having, for service at the front. This works out, after the doctors' rejections, at about 3,500,000 of any soldierly value. The remainder are valueless for military purposes, except on parade.

These are drawn from the productive activities of the whole country. The same is true of all countries engaged in war; and it is worth noting that the German military machine falls down once more in underestimating the power of its adversaries because they do not put all their men in uniform.

Its guests at the strength of France alone was probably approximately true. The French can afford just so many men, and no more. But when the men are exhausted France can still find money. France is a creditor nation, like Great Britain. It is true that Great Britain has on a peace footing a merely nominal army, although probably General von Kluck would not call it so very nominal.

But she has a potential army, from a population of 440,000,000 people in the British empire, and the savings of a hundred years of the most active sea commerce the world has ever seen, of something like 20,000,000 men.

It is all very well to talk about the Zeppelin air balloons, and what they will do in the way of demoralizing the British public by dropping shells in the suburbs of London, or even on Westminster Abbey. The Kaiser is a specialist on cathedrals, and perhaps hopes to add that of Antwerp, which Napoleon carefully spared, to his bag. But the result will not be affected.

Great as the figures are, the loss is not in men, or in the upkeep of the armies, ammunition, or the tremendous expense of the big guns. It is in the destruction of the means of production and, thereby, of the people who produce. It is not too much to say that after the Napoleonic wars this was the economic condition which forced Europe to keep the peace for something like forty years.

It is the grimmest comment on our modern civilization that a nation, like a man, finds it necessary to bleed itself white, in order to be convinced that it is only human after all.

Remember the Old Horse.

Bill Wilson, the erstwhile hustler farmer of the Ringgold section of Pittsylvania County, owned a very remarkable horse which he named "Traveler," after Mars Bob Lee's famous nag. "Traveler" was a family horse in the true acceptation of the term, and became a part of the Wilson family. When the old animal was about twenty years old he took colic one day and died. The whole family went into mourning and remained there for several days, and during that time, Bill Wilson sat down and wrote the Industrial Editor the advice to horse owners as recorded below:

"Treat the old horse kindly and considerately, as you would an aged man or woman, and do not expect him to 'get up' as you would a two-year-old. Their bones, muscles and joints become stiff, just the same as yours will if you live long enough. Always be doubly kind to a poor old horse. Treat him as you would like to be treated if you were old enough to be a great-grandfather."

Speaking about wars and things, here is a very queer industrial item I get from an exchange:

"No German-made toys are now sold in England except German toy soldiers. The demand for these is so great British artisans will have to begin making them. Little English boys wish the German soldiers to pit against their British toy soldiers, and what always happens to the German soldier has diminished the supply amazingly."

A partridge killed in a Virginia potato field had in its craw the remains of 101 potato bugs. Another killed in Georgia had in its craw the remains of 127 boll weevils. Another killed in a Kansas wheat field had the remains of 1,200 chinch bugs. The chinch bug, as early as 1864, damaged staple crops $100,000,000. Protect the partridge or quail.

When so many find pleasure and profit in the back-yard flock, what an opportunity for the man on the farm where there is plenty of space. Poultry is too much of a side issue on many farms.

MOTORCYCLE NOTES

The first three motorcycles to finish in the 816-mile Grand Prize races in Denmark were of American manufacture.

The police department of Seattle, Wash., has purchased twelve additional motorcycles.

Motorcycle manufacturers in England are reported to be working night and day in an effort to supply the demand for motorcycles to be used in the army.

A new motorcycle club has been organized at Coffeyville, Kas., with a membership of thirty-seven.

The Butte (Mont.) Motorcycle Club has just completed a new $4,000 club house.

Though seventy-three years old and a veteran of the Civil War, L. Miller, of Myerstown, Pa., takes a spin almost every day on his motorcycle.

An economy contest is being planned by the Success Motorcycle club of Milwaukee, Wis.

M. P. Fogh, of Cedar Falls, Wash., has just completed a 3,379-mile motorcycle trip through eleven States.

The Capital City Motorcycle club of Columbus, Ohio, is planning a get-together meeting for motorcyclists of Franklin County.

Bill Hodecker, of Portland, Ore., has just returned from a motorcycle trip to Mexico. He says he experienced no engine trouble even when the temperature reached 115 degrees.

In the four months from April 15 to August 15, the number of motorcyclists in Connecticut increased from 1,873 to 3,232.

Three hundred and forty-three riders joined the Federation of American Motorcyclists during September.

R. H. Wetzel, of Cleveland, Ohio, expects to ride his motorcycle to Los Angeles early next year.

SEPTEMBER FORD SALES

The Ford Motor Company announces that in the month of September, there were sold and delivered, 21,976 Ford cars. This was a gain of 11,479 cars over September, 1913. This is significant, not only because it shows that the Ford production is rapidly being increased to meet the stupendous influx of orders, but also because it demonstrates that the Ford Motor Company is maintaining the 300,000 car-schedule necessary to give Ford purchasers between August 1, 1914, and August 1, 1915, a share of Ford profits.